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NPIC/R-358/64  
June 1964

PHOTOGRAPHIC INTERPRETATION REPORT

# AIRCRAFT PLANT DOLGOPRUDNYY NO 464 MOSCOW, USSR



CIA



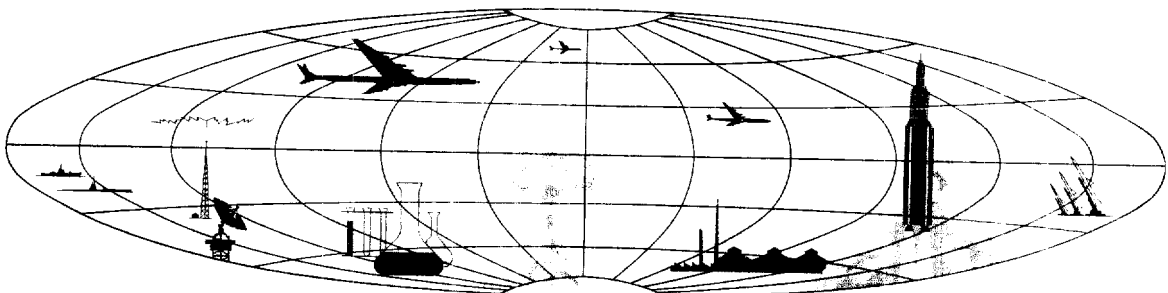
DIA

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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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AIRCRAFT PLANT DOLGOPRUDNYY NO 464  
MOSCOW, USSR

25X1D  
25X1D

A study of Aircraft Plant Dolgoprudnyy No 464, Moscow, USSR, raises a question as to its present function. No positive evidence of missile-related activity has been observed on KEY-HOLE photography. However, photographic evidence does indicate that this plant possibly may no longer be concerned with aircraft production.

Aircraft Plant Dolgoprudnyy No 464 (BE [REDACTED]) is located at 55-55-[REDACTED]N 37-30-[REDACTED]E, 11 nautical miles north-northwest of the center of Moscow between the Moscow Canal and the double-track rail line leading to Dmitrov (Figure 1). The plant is served by a rail spur from this line and by good roads; there are no apparent docking facilities for the plant along the canal. An airfield observed north of the plant on World War II photography has been abandoned.

The aircraft plant (Figures 2 and 3) occupies an area of approximately 170 acres and is enclosed by either a fence or a wall. It consists of at least 11 significant buildings, representing a total roof coverage of approximately 815,150 square feet, and numerous small buildings. The three principal buildings (items 7, 8, and 9, Figure 3), all built since 1943, are assembly/fabrication buildings and may also be utilized as machine shops; they are similar in size with a combined roof coverage of about 412,500 square feet, but there are variations in roof design. One of the original buildings present on 1943 photography (item 10) is a high-bay structure resembling a hangar for lighter-



ably storage. No significant changes can be

observed in the other original structures, which include storage and shop buildings.

No positive indications of missile-related activity at the plant can be observed on KEY-HOLE photography, which provides fair-quality coverage. However, the abandonment of the associated airfield is evident, and no aircraft can be seen; the three principal buildings, constructed since 1943, do not have [REDACTED] of assembly buildings in known aircraft plants. It is possible, therefore, that this plant is no longer concerned with aircraft production, but is involved in some type of light engineering.

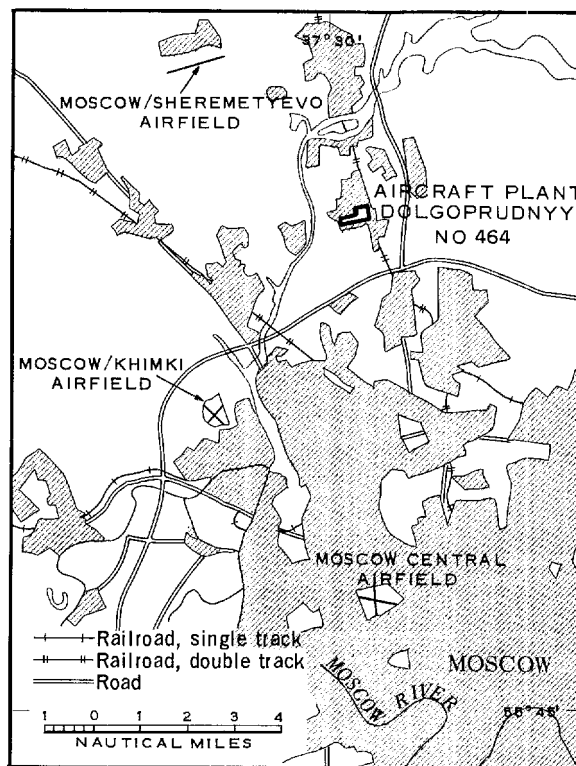


FIGURE 1. LOCATION OF AIRCRAFT PLANT DOLGOPRUDNYY NO 464, MOSCOW, USSR.

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FIGURE 2. AIRCRAFT PLANT DOLGOPRUDNYY NO 464, [REDACTED]

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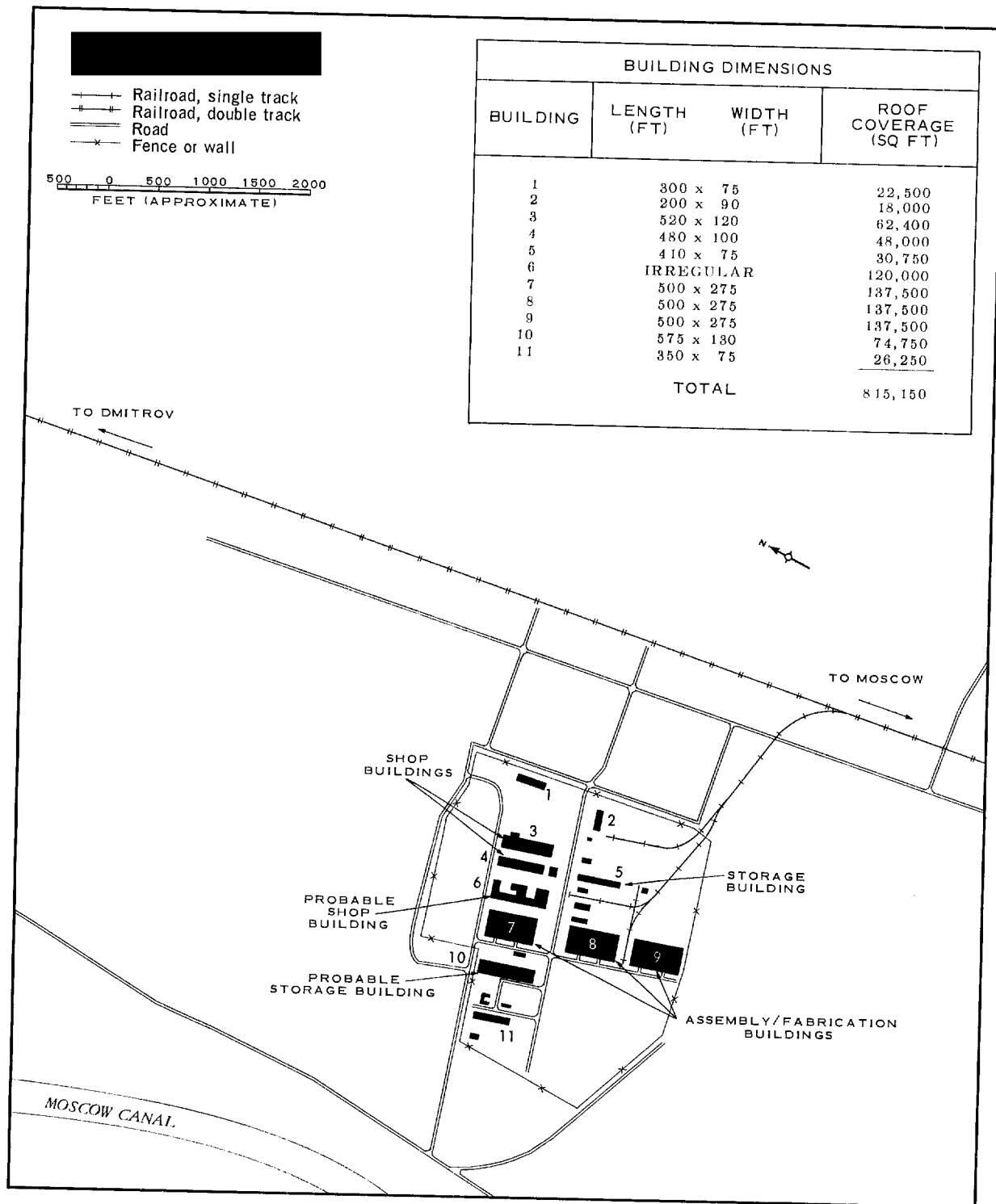


FIGURE 3. AIRCRAFT PLANT DOLGOPRUDNYY NO 464.

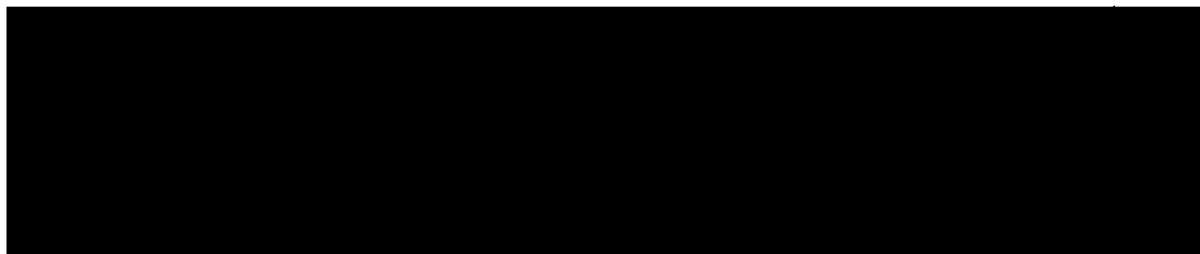
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REFERENCES

PHOTOGRAPHY



Ground Photography

Agency

Accession No

Date

Classification

CIA

602215

1961

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MAPS OR CHARTS

ACIC. US Air Target Chart, Series 200, Sheet 0167-5HL, 2d ed, Apr 63, scale 1:200,000 (SECRET)

25X1C

RELATED DOCUMENT



REQUIREMENT

CIA. ORR/C-RR4-81,334

NPIC PROJECT

N-511/64 (partial answer)

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